CLASSIFIED MESSAGE

SECRET

ROUTING

| | | | |
|---|---|---|---|
| 1 | | 4 | |
| 2 | | 5 | |
| 3 | | 6 | |

E 2015Z 27 MAY 63

25X1A [redacted]

25X1A

M : [redacted]

TION: OSA (1-15)

S/C (16)

TOR: 2059Z 27 MAY 63

To Central Center for inclusion in #123 folder D Accident file?

ROUTINE

IN 77818

25X1A

25X1A

25X1A

OPIM [redacted] INFO OPIM [redacted] CITE [redacted] 9687

OXCART

1. FOR [redacted] WE REQUIRE ANALYSIS OF FUEL SAMPLE FROM IMPOUNDED TANK TRUCK WHICH SERVICED ARTICLE 926/123. PLEASE ADVISE WHAT SIZE SAMPLE AND WHERE IT SHOULD BE SENT. PARTICULARLY INTERESTED IN DISSOLVED WATER CONTENT. HYDRO KIT CHECK PRIOR FUELING INDICATED LESS THAN 30 PPM, BUT DESIRE FURTHER ANALYSIS OF THIS AND ALL FUEL PROPERTIES. SAMPLES PROBABLY ALSO WILL BE SENT TO WRIGHT PATTERSON FIELD FOR ANALYSIS.

25X1A

2. IF FUEL SYSTEM ICING WERE TO OCCUR IN ENGINE SYSTEMS WHAT WOULD WE EXPECT IN WAY OF SYMPTOMS OF HOLLEY R-95. WHAT WOULD WE EXPECT TO SEE ON R.P.M., E.G.T., FUEL FLOW, AND THRUST. THIS SHOULD BE WORKED OUT FOR THE FOLLOWING CONDITIONS:

| ALT | MN | KEAS | PLA |
|---|---|---|---|
| 34M | .85 | ---- | X |
| 38M | 1.05 | ---- | X |
| 38M (EST) | ---- | DECREASING | Y (SLIGHT RETARD) |

NOTE: AT THIS POINT, DRIVER INDICATED HE HAD 98 PERCENT

SECRET

GROUP 1 Excluded from automatic downgrading and declassification



 Copy No. 8

25X1A



R. P. M. AND 1800 PPH FUEL FLOW.

38 TO 30M ---- 160 TO 101 Z (POSSIBLE ADV)

NOTE: Z SHOULD BE P.L.A. AT IMPACT.

ALSO PLEASE COMMENT ON WHAT WOULD HAPPEN IF EMERGENCY FUEL SYSTEM WERE SELECTED.

3. WE NEED SAME INFO AS ABOVE ASSUMING ENGINE AIR INLET ICING WAS ENCOUNTERED.

4. WHAT WOULD BE EFFECT OF OPERATION IN INVERTED ATTITUDE FOR ---------- MINUTES. OF PARTICULAR INTEREST IS OIL SYSTEM AND EXPECTED CONDITION OF BEARINGS.

5. BOTH A/B NOZZLES APPEAR TO BE OPEN. WE SUSPECT INERTIA AT IMPACT CAUSED THEM TO OPEN. DO YOU CONCUR THAT INERTIA COULD RESULT IN A/B NOZZLE OPENING. ACTUATOR RODS APPEAR TO BE AT RANDOM EXTENSIONS, SOME FULL OPEN AND SOME INTERMEDIATE. SOME ALSO APPEAR TO HAVE BEEN BENT WHILE IN NOZZLE CLOSED POSITION.

6. REGARDING ITEMS 2 AND 4. BLANKS WILL BE FILLED IN LATER AS SOON AS INFO IS AVAILABLE.

END OF MESSAGE